

standards (including ADA accessibility standards). Generally, sidewalks will be a minimum of 5 feet in width, when feasible. Sidewalk installation will be coordinated with street maintenance and construction activities to the extent practical.

When a decision must be made about which side of a street to place a sidewalk, the following factors will be considered:

- A determination of which side would require the least new construction to provide connections to existing sidewalks.
- An inventory of existing trees, existing utilities, other immovable obstructions, available right-of-way, and adjacent parking and driveway locations.
- Drainage and environmental impacts.
- The request of a majority of the property owners abutting the street.

A grass strip between street/curb and sidewalk is encouraged. Such strips provide both an aesthetic benefit and physical separation between vehicles and pedestrians. If a grass strip is not possible, other alternatives that address aesthetic and safety concerns will be considered.

The impacts of sidewalk installation on existing on-street, off-street, and overflow parking will be considered in the design of new sidewalks.

The impact of new sidewalks on existing driveway entrances will be considered. Designs should seek to reduce awkward humps and abrupt grade changes.

The design of new sidewalks will take into account postal service standards for the placement of mail boxes and seek to reduce the conflict between mail boxes and Town

maintenance operations such as street sweeping, refuse collection, snow removal, etc.

Environmental Concerns

Trees are a valuable amenity to the urban environment. It is the intent of the sidewalk program to protect large trees if reasonably practical. Large trees that are deemed to be in poor condition will not be protected. Removal of a tree may be required if the tree is determined to be hazardous. Options to protect trees may include:

- Using alternative materials or alternative construction methods over the critical root area.
- Altering the path within the right-of-way.
- Providing an easement to the Town to relocate the sidewalk to private property.
- Relocating the tree.
- Where grade cuts or fills are required, work shall adhere to best management practices for pruning roots and canopy, slope of cuts or fills, and installation of retaining walls or tree wells.

New sidewalks will be designed so that they meet the Town's stormwater management standards and do not create new drainage problems or exacerbate existing drainage problems.

Additional Information

Additional information about the sidewalk bond and the design process is available on the Town of Carrboro's website at:

www.townofcarrboro.org

A link to sidewalk bond information is listed on the home page.

If you have questions or need additional information, please contact the Town's primary contact person listed on the front of the brochure.



Town of Carrboro

Informational Meetings for Sidewalk Bond Projects

June 2004



Primary Contact Person:

Dale McKeel
Transportation Planner
Town of Carrboro
301 W. Main Street
Carrboro, NC 27510
(919) 918-7329

E-Mail: dmckeel@townofcarrboro.org

On November 4, 2003, the voters of Carrboro approved a \$4.6 million general obligation bond issue for the purpose of constructing sidewalks and greenway trails. In the coming months, meetings will be held with residents to discuss the design of new sidewalks. This brochure discusses the sidewalk design process.

Phase 1 of Sidewalk Bond Projects

The following are identified as Phase 1 sidewalk bond projects:

<u>Street Name</u>	<u>Beginning and Ending Point</u>
Ashe	Main-Shelton
Bim	Fidelity-Jones Ferry
Bolin Forest	Greensboro-Bolin Creek (design only)
Cheek	Hillsborough-Greensboro
Davie	Jones Ferry-Colson
Elm	Shelton-Weaver
Estes	N. Greensboro-Town Line
Fowler	Lloyd-Broad
S. Greensboro	Carr-Old Pittsboro
N. Greensboro	Short-Hillsborough
Hanna	Greensboro-end
James	Main-Hillsborough
Jones Ferry	Old Fayetteville-Willow Creek Office Building
Lindsay	Shelton-Weaver
Lloyd	Hosiery-Fowler
Oak St	Hillsborough-Greensboro
Pine	Greensboro-Hillsborough
Pleasant	Greensboro-Crest
Quail Roost	Lisa-Hillsborough
Shelton	Oak-Carrboro Elem. Sch.
Williams	N.Greensboro-Wilson Park

Purpose and Need

Sidewalks constructed with bond funds will provide a pedestrian circulation network to

improve mobility and expand access to downtown Carrboro, schools, parks, bus stops, businesses, residential areas, town buildings, and other facilities. Sidewalks will be constructed in a fiscally responsible and environmentally sensitive manner that enhances pedestrian safety by eliminating hazards and minimizing conflicts with vehicular traffic.

Proposed Implementation Schedule

Summer 2004 – First Informational Meetings
 Fall 2004 – Second Informational Meetings
 Spring 2005 – Final Designs Complete
 Summer 2005 – Construction Begins

Informational Meetings

Prior to the approval of a sidewalk plan for a particular street, two informational meetings will be held with property owners and other neighborhood representatives, as follows:

- The first meeting will describe the design and construction process and allow property owners to discuss their interests before the consultant begins sidewalk design.
- The second meeting will provide property owners the opportunity to review and comment on a preliminary sidewalk design.

Property owners will be notified by mail and door-to-door notification about 2 weeks prior to each meeting.

At any point in the implementation process, property owners on a street may submit a request that a sidewalk not be built on their street. Decisions on such requests are made by the Sidewalk Review Committee (see “Modifications to Sidewalk Designs” below).

Modifications to Sidewalk Designs

Once preliminary sidewalk designs have been prepared, affected property owners will have a

reasonable amount of time to review and request modifications. The time period for requesting modifications will be specified at the informational meeting. Requests for modifications are submitted to the George Seiz, Public Works Director, Town of Carrboro, 301 W. Main Street, Carrboro NC 27510.

A Sidewalk Review Committee, composed of three members of the Board of Aldermen and two citizens, will hear the following types of requests:

- Requests that a sidewalk not be built on a particular street.
- Requests that major modifications be made to the sidewalk designs on a street.

Requests to the Sidewalk Review Committee must be signed by at least 75 percent of the property owners of the street. A form on which such requests may be submitted is available on the town website (www.townofcarrboro.org) and from the Primary Contact Person (see front of brochure).

Donation of Right-of-Way

In order to construct a sidewalk along some streets in Carrboro, additional right-of-way may be needed. The amount of right-of-way needed on any particular street will be determined as part of the design process. In order to facilitate the construction of a sidewalk on their street, property owners may wish to donate right-of-way. Before making a donation of right-of-way, property owners are encouraged to discuss the tax implications of a donation with their tax advisor.

Sidewalk Design

New sidewalks will be designed, installed, and maintained in accordance with government